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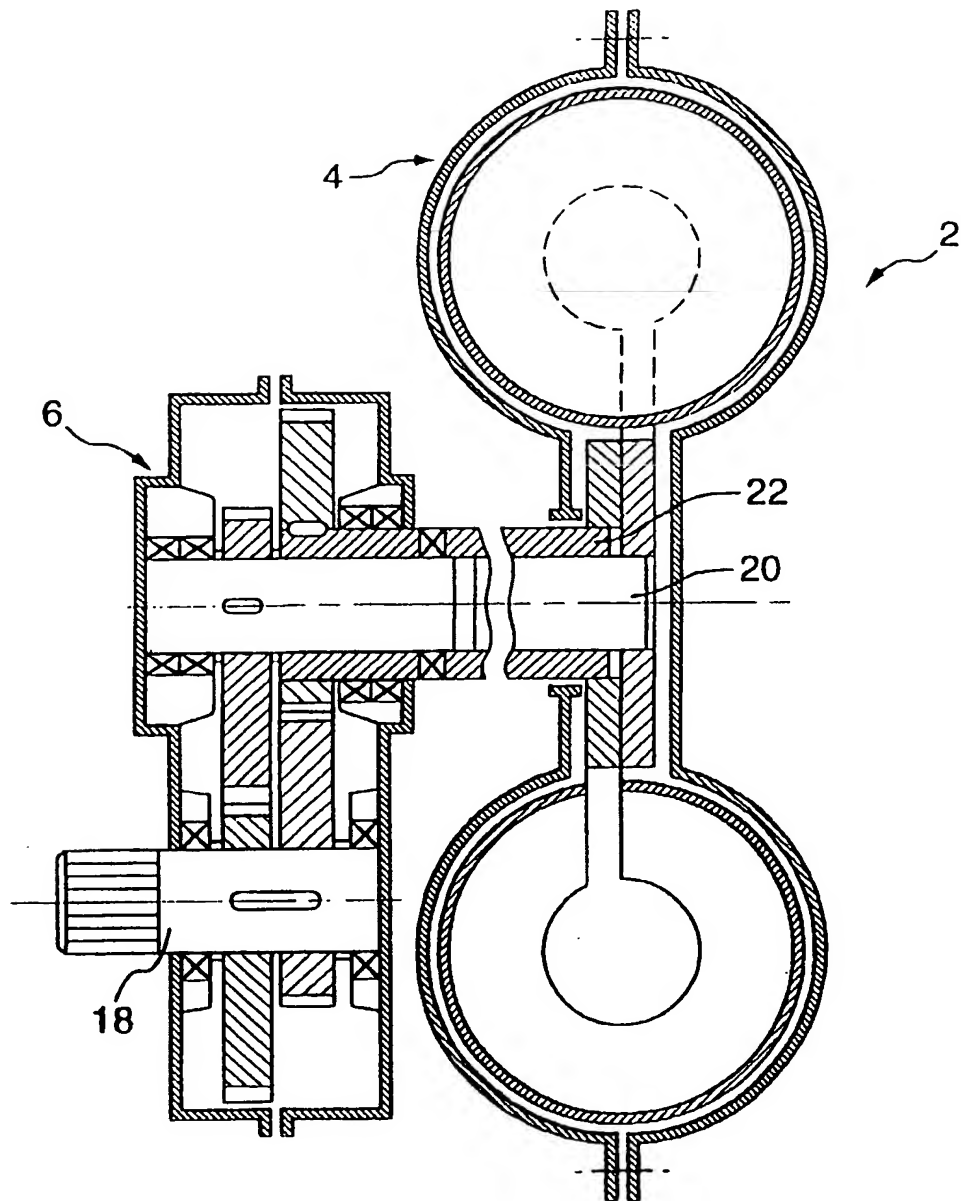


FIG.1 (prior art)

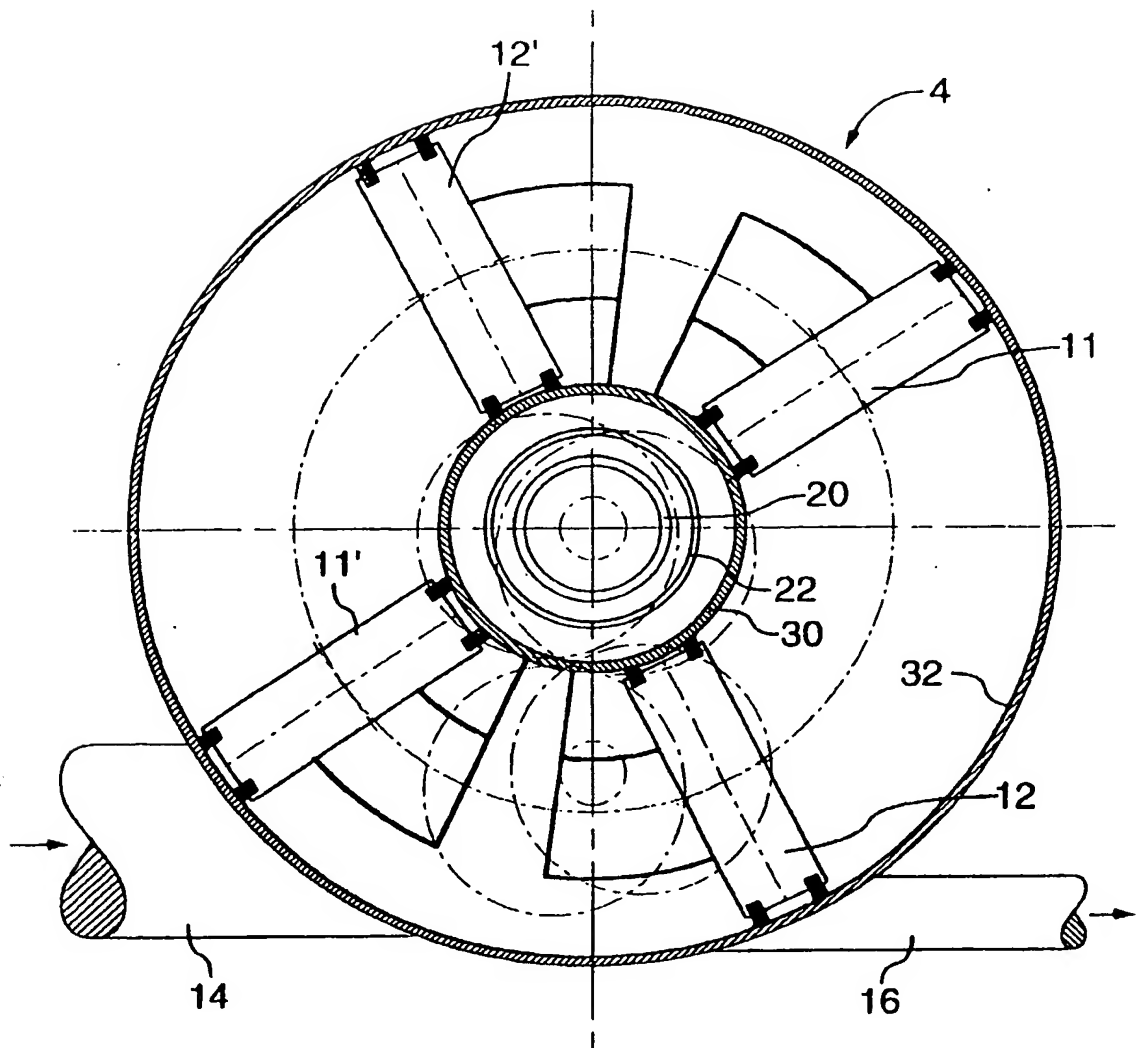


FIG.2 (prior art)

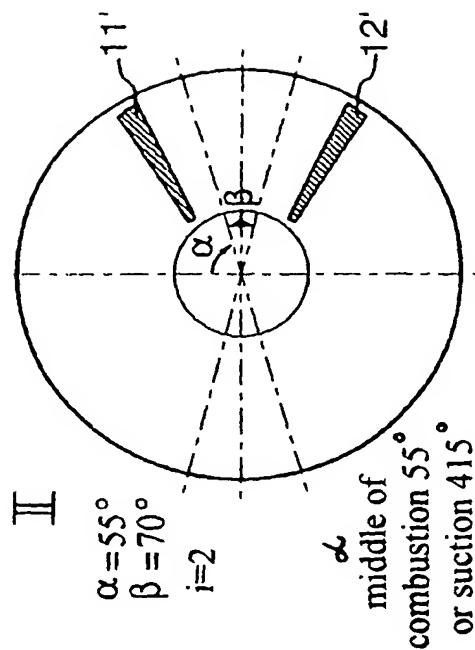


FIG. 4 (prior art)

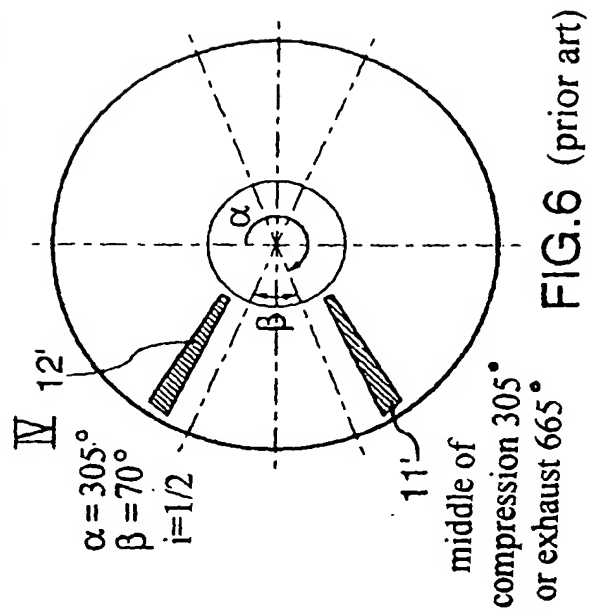


FIG. 6 (prior art)

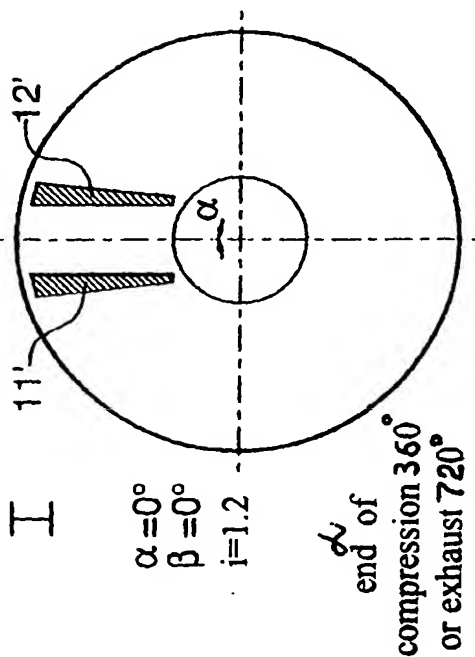


FIG. 3 (prior art)

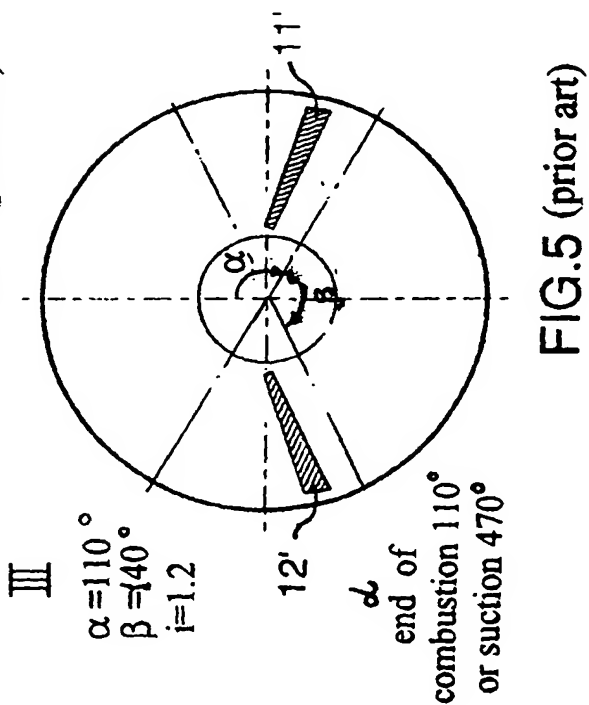


FIG. 5 (prior art)

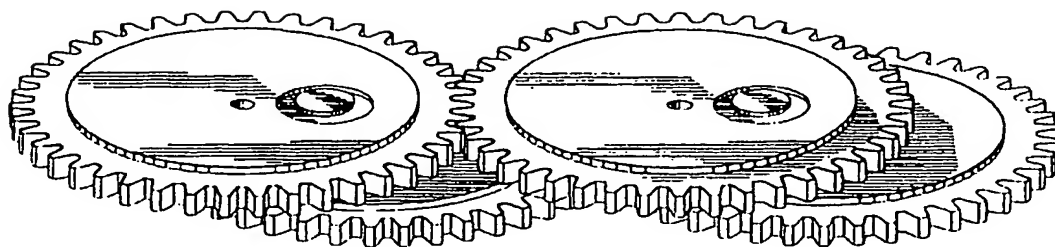


FIG. 7 (prior art)

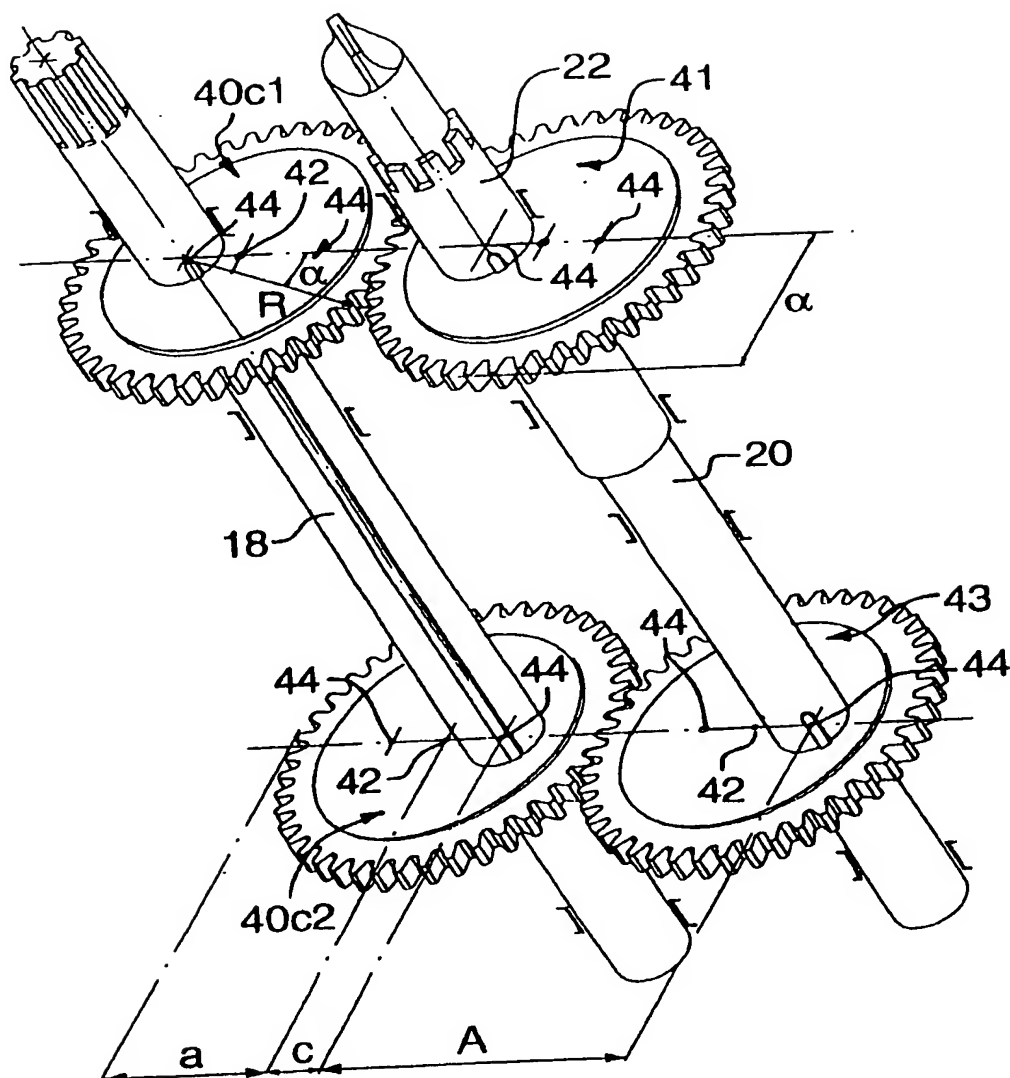
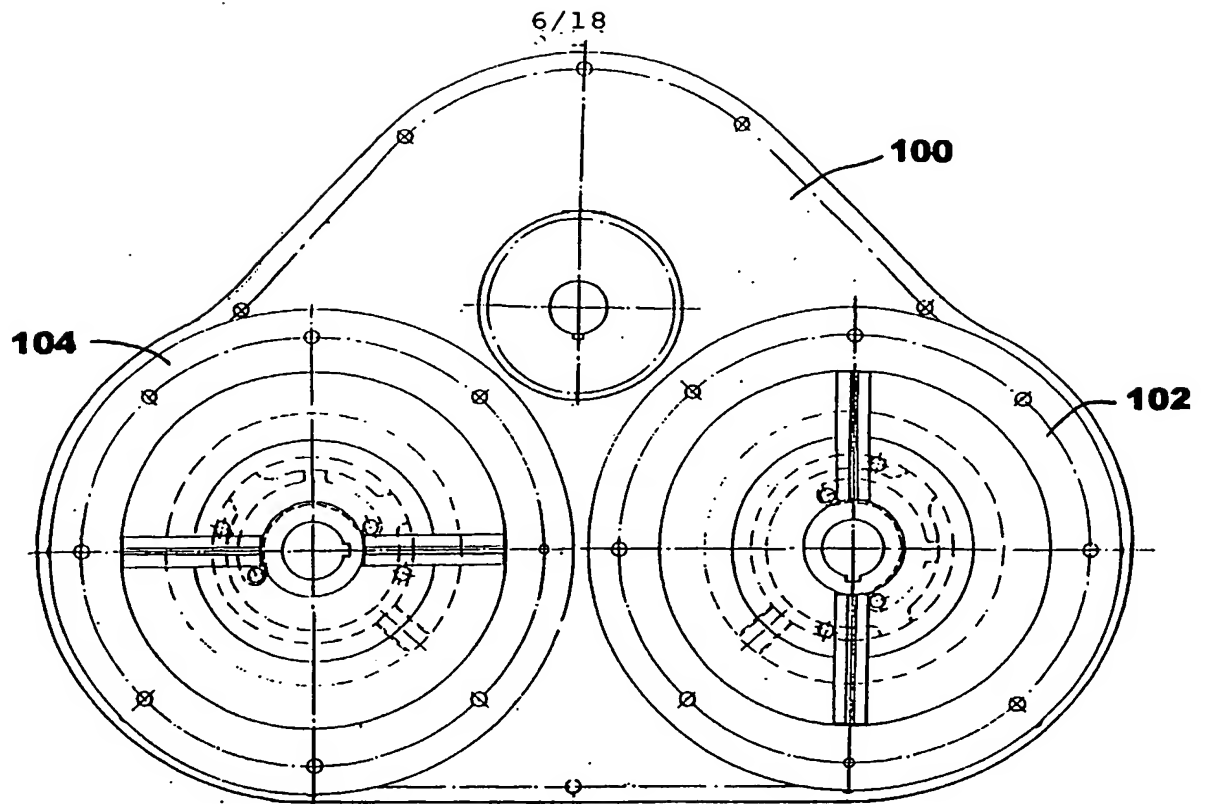
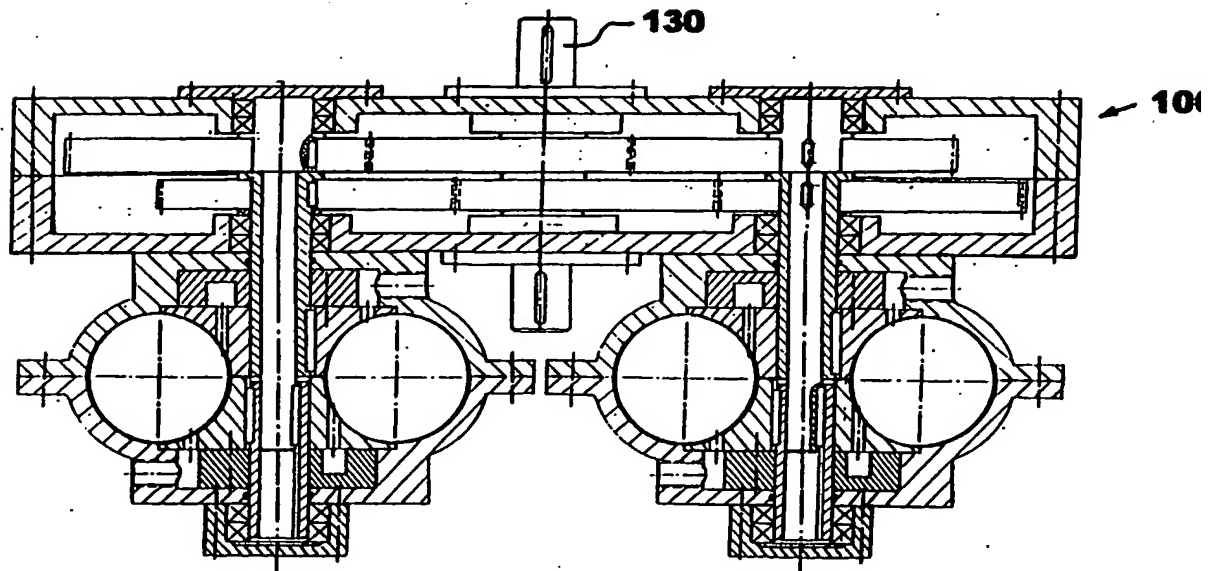


FIG. 8 (prior art)



**Fig. 9**



**Fig. 10**

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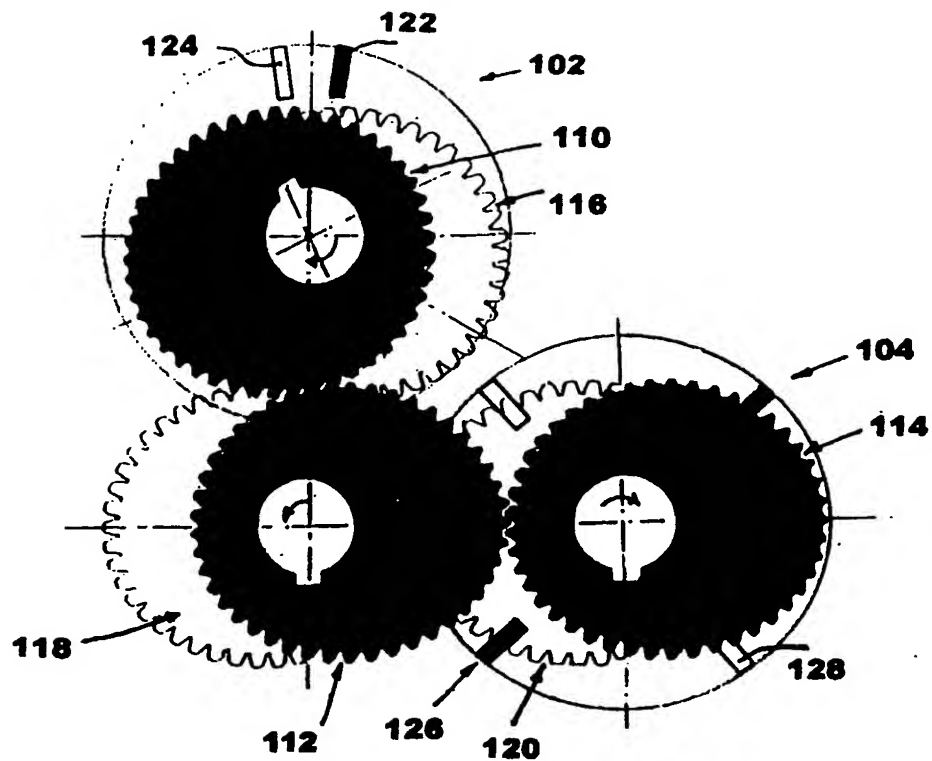


Fig. 11

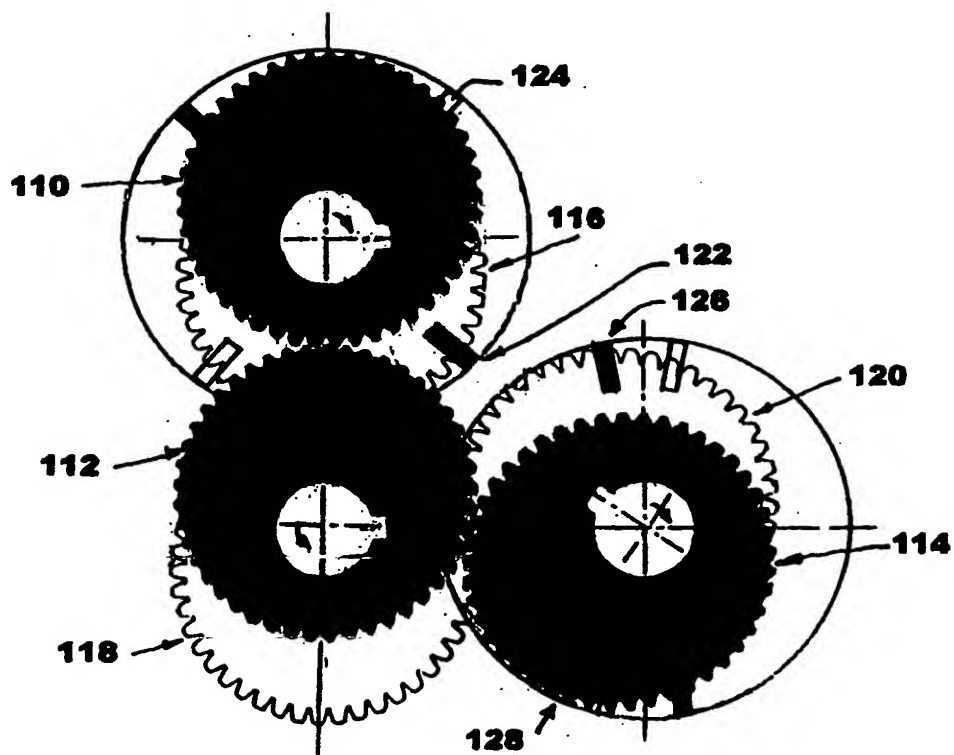
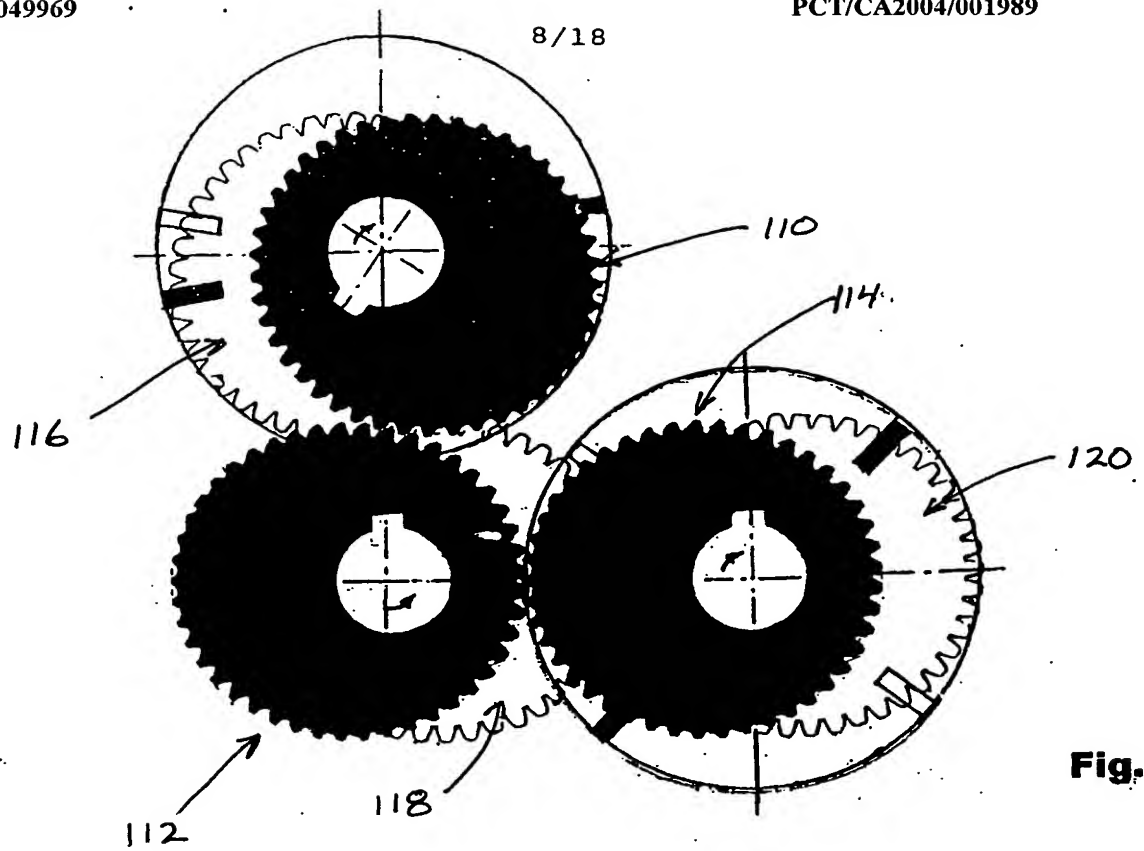
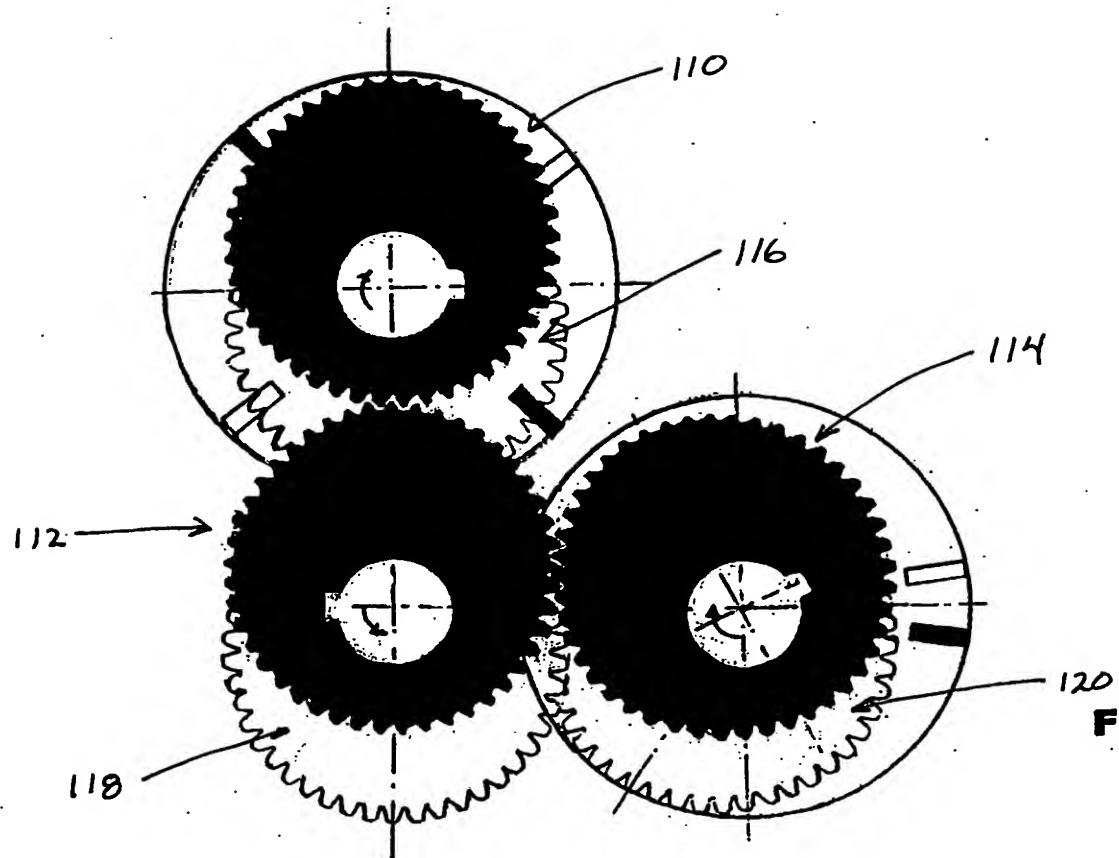


Fig. 12

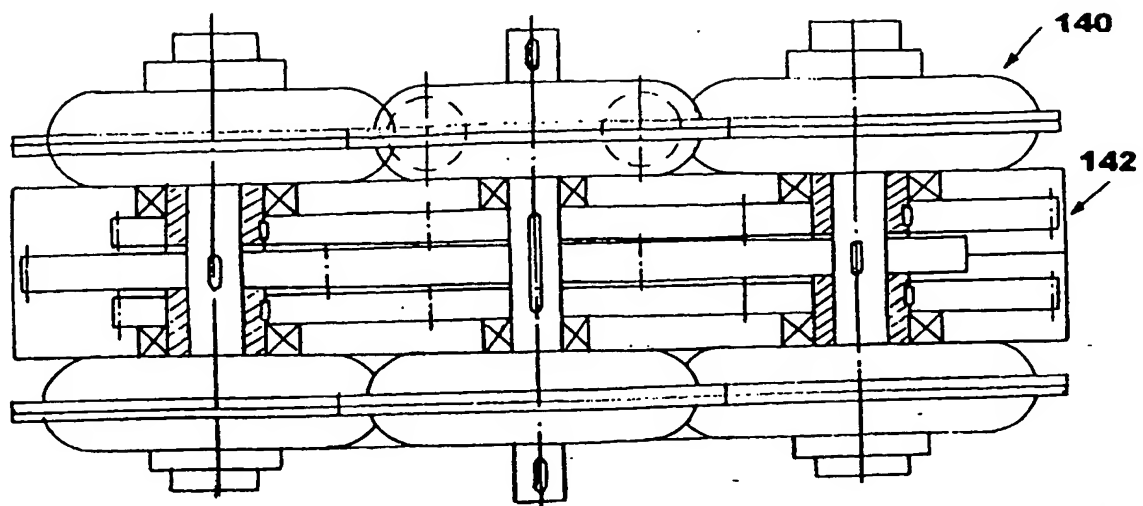


**Fig. 13**

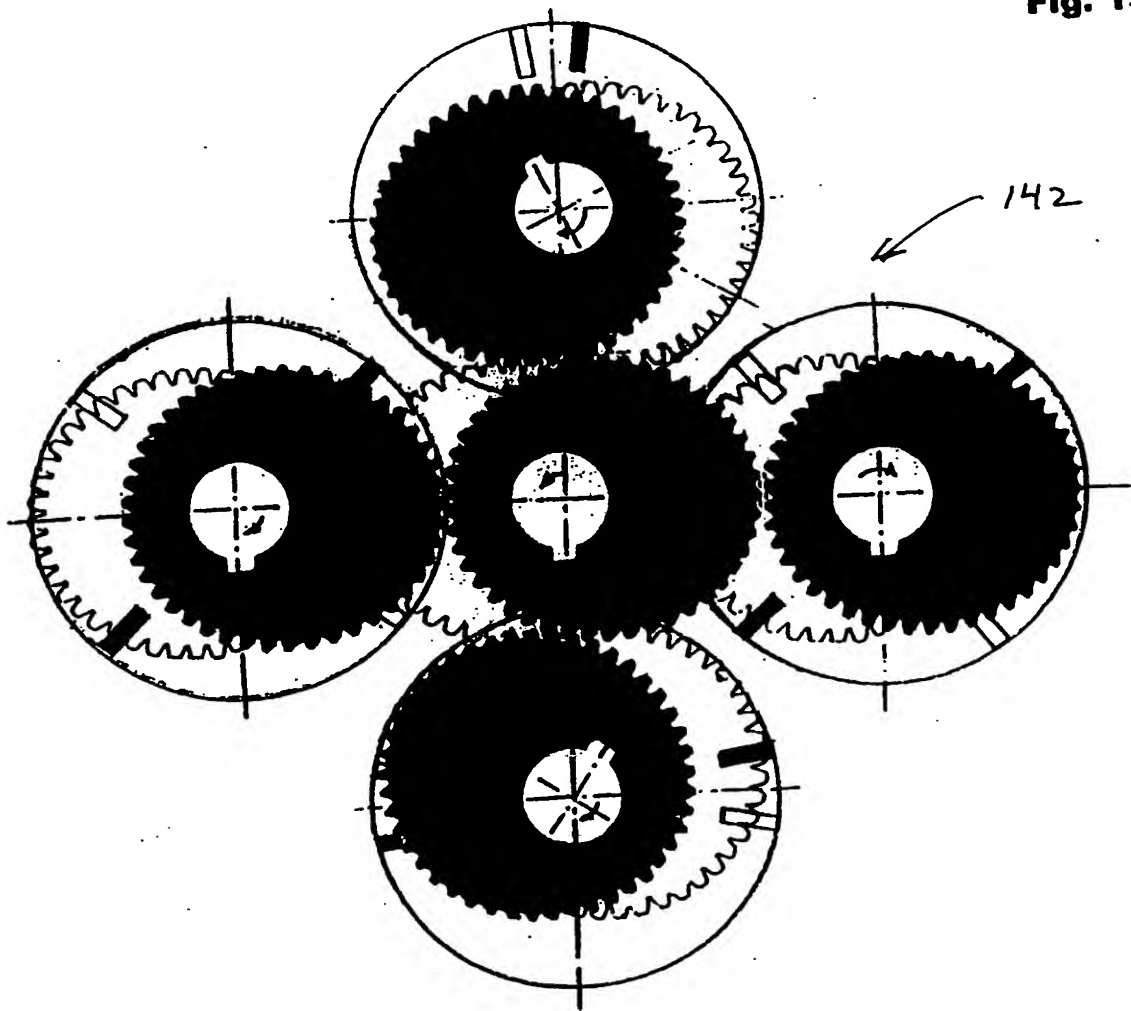


**Fig. 14**



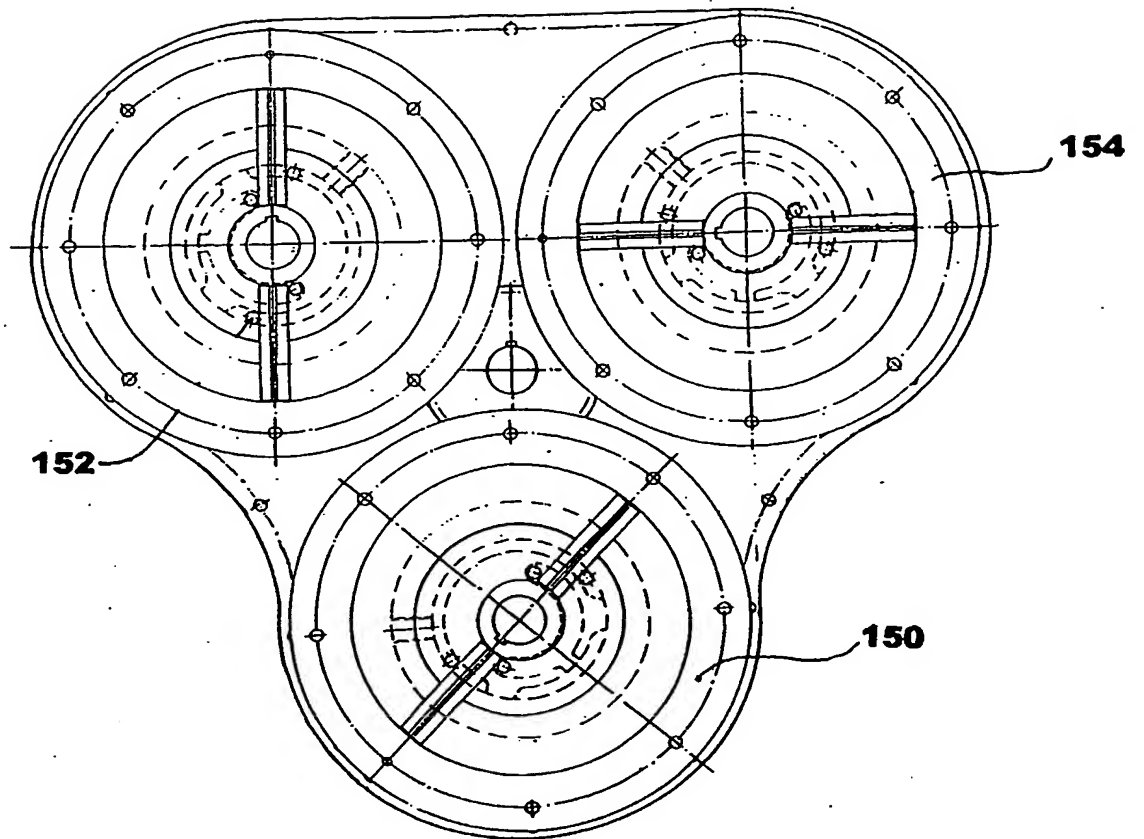


**Fig. 15**

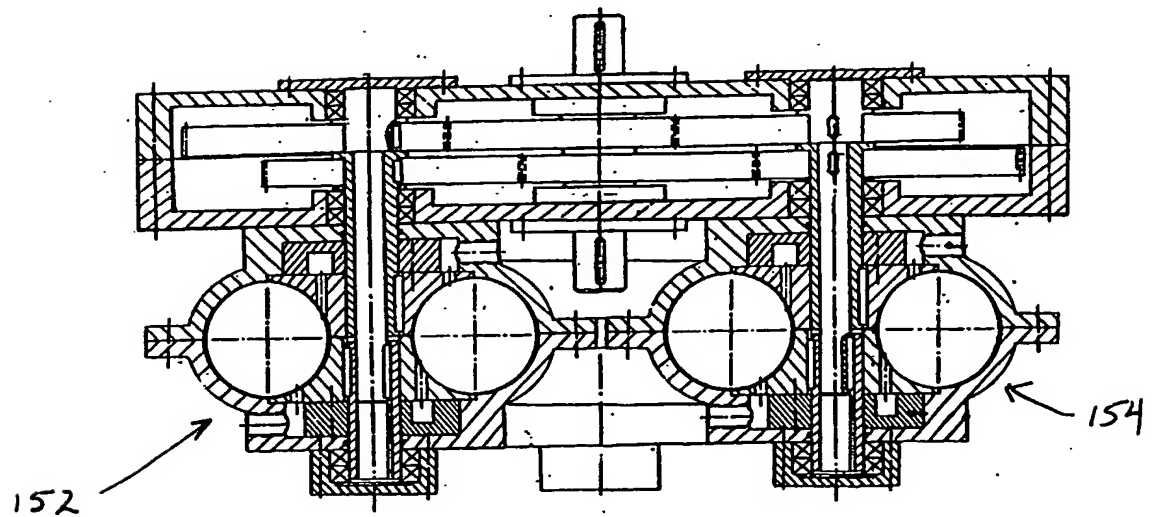


**Fig. 16**

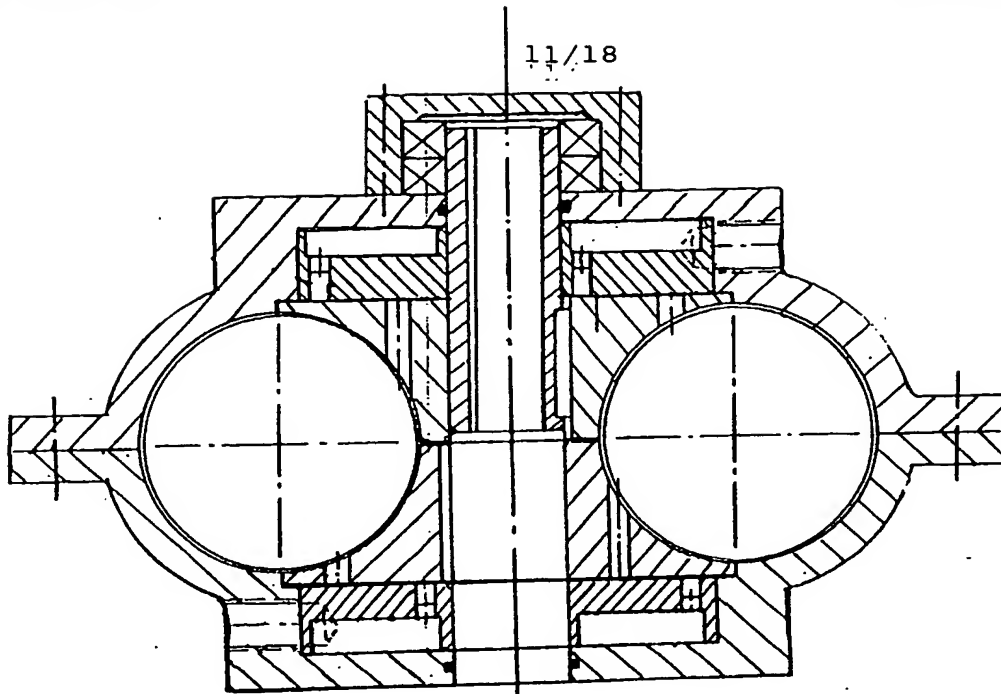
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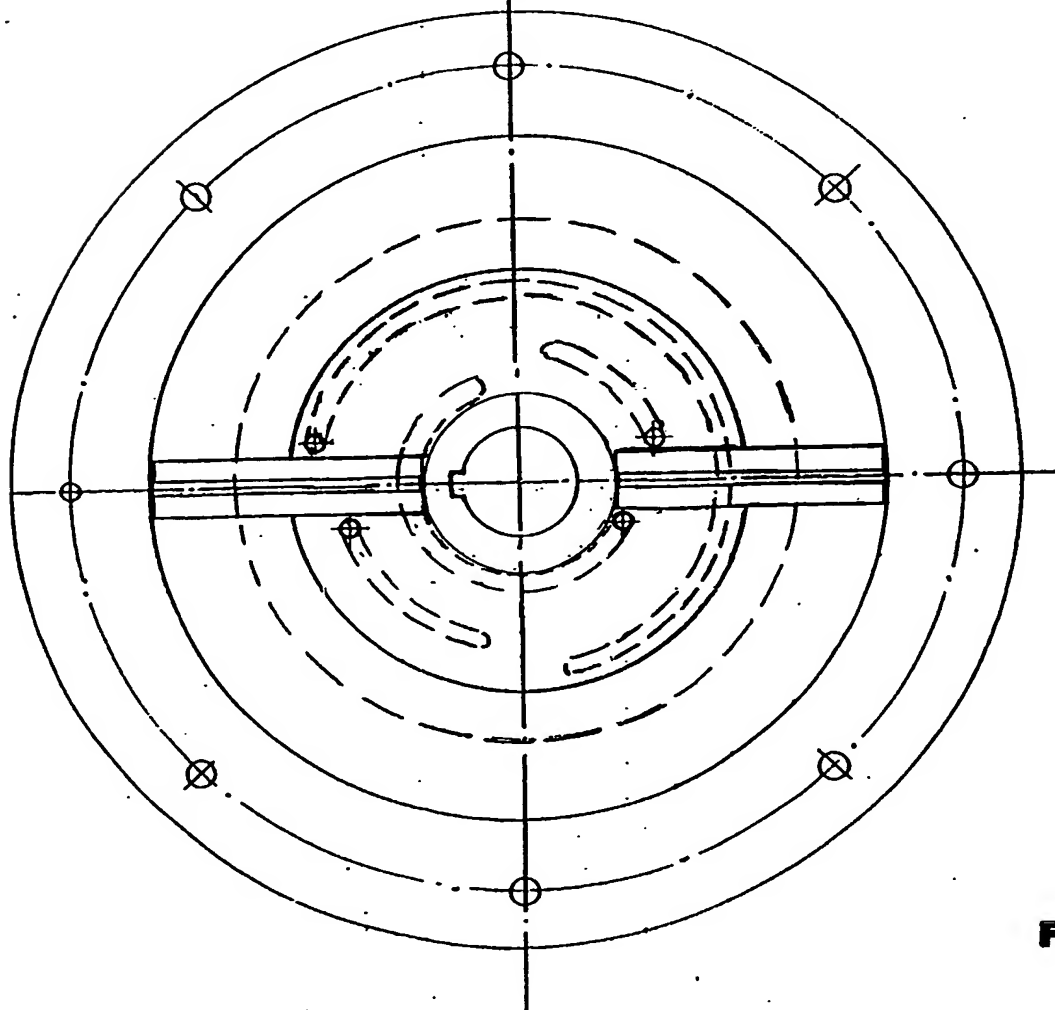
**Fig. 17**



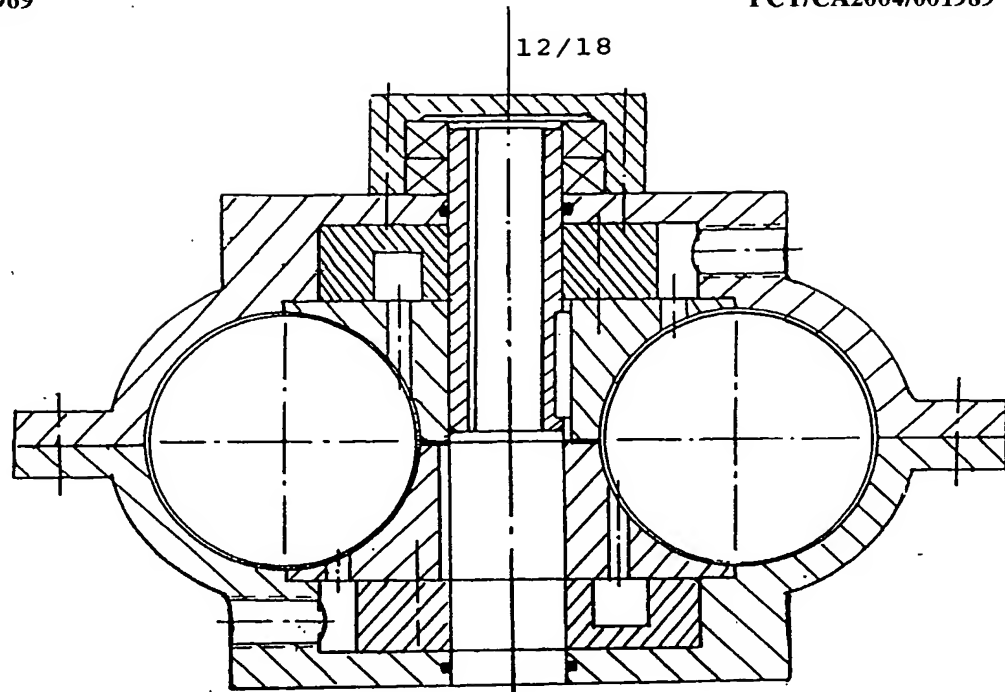
**Fig. 18**



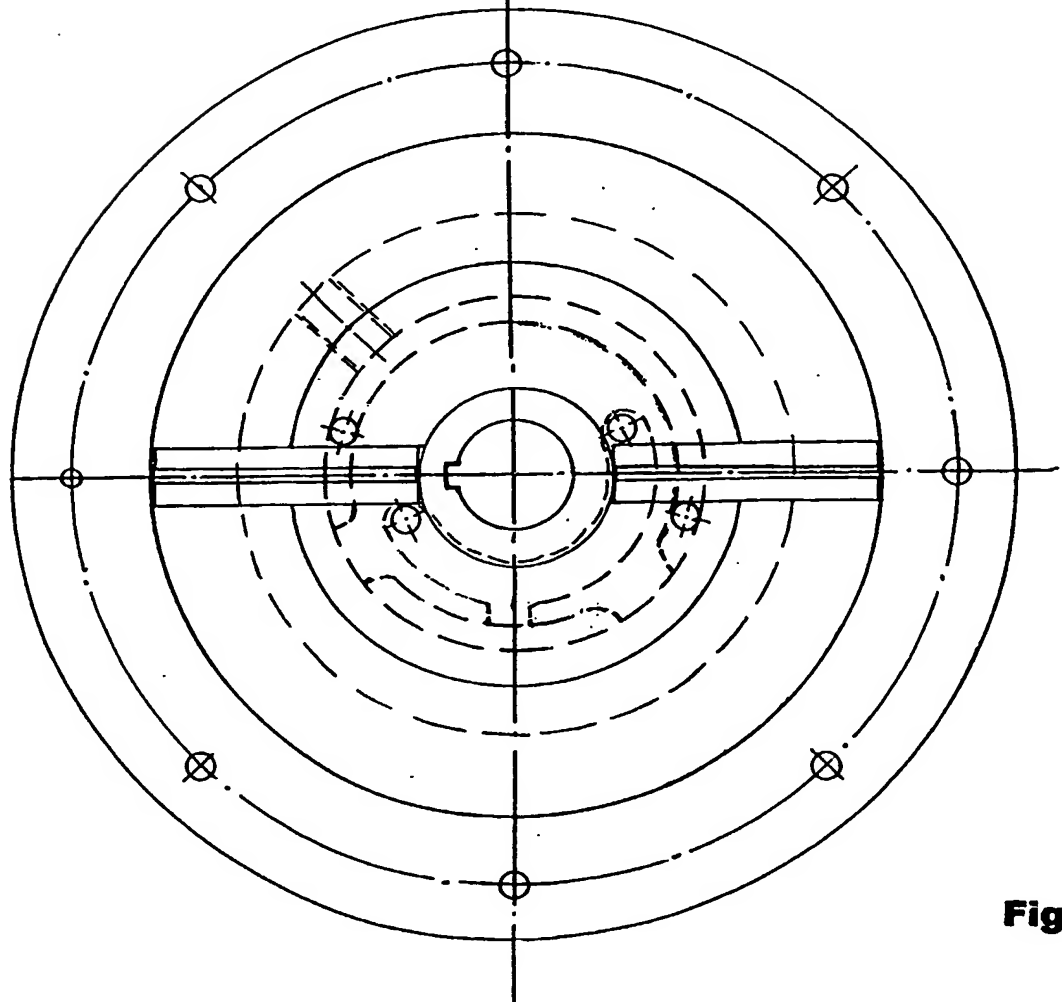
**Fig. 19**



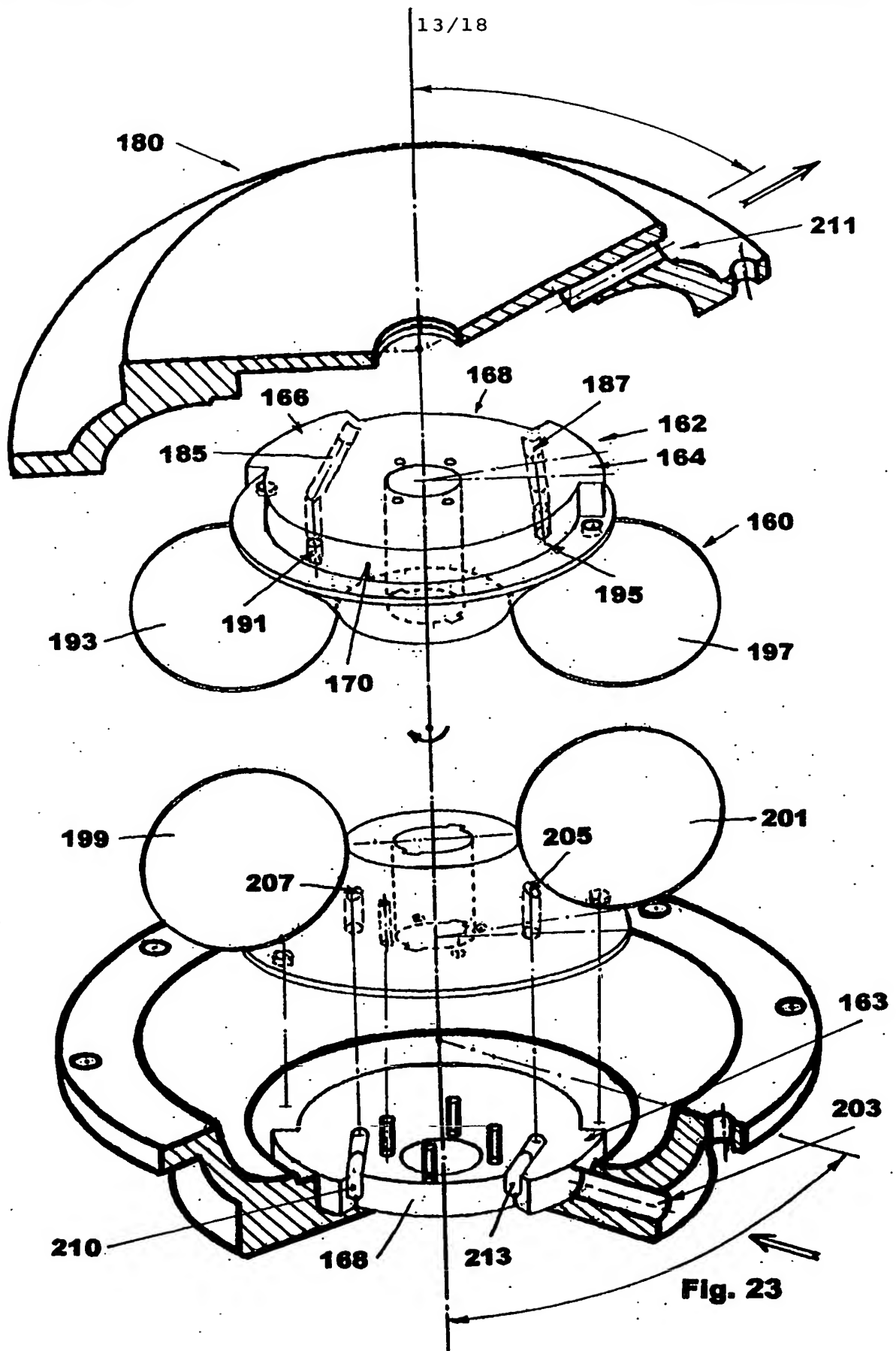
**Fig. 20**



**Fig. 21**



**Fig. 22**





Engine output shaft 0°

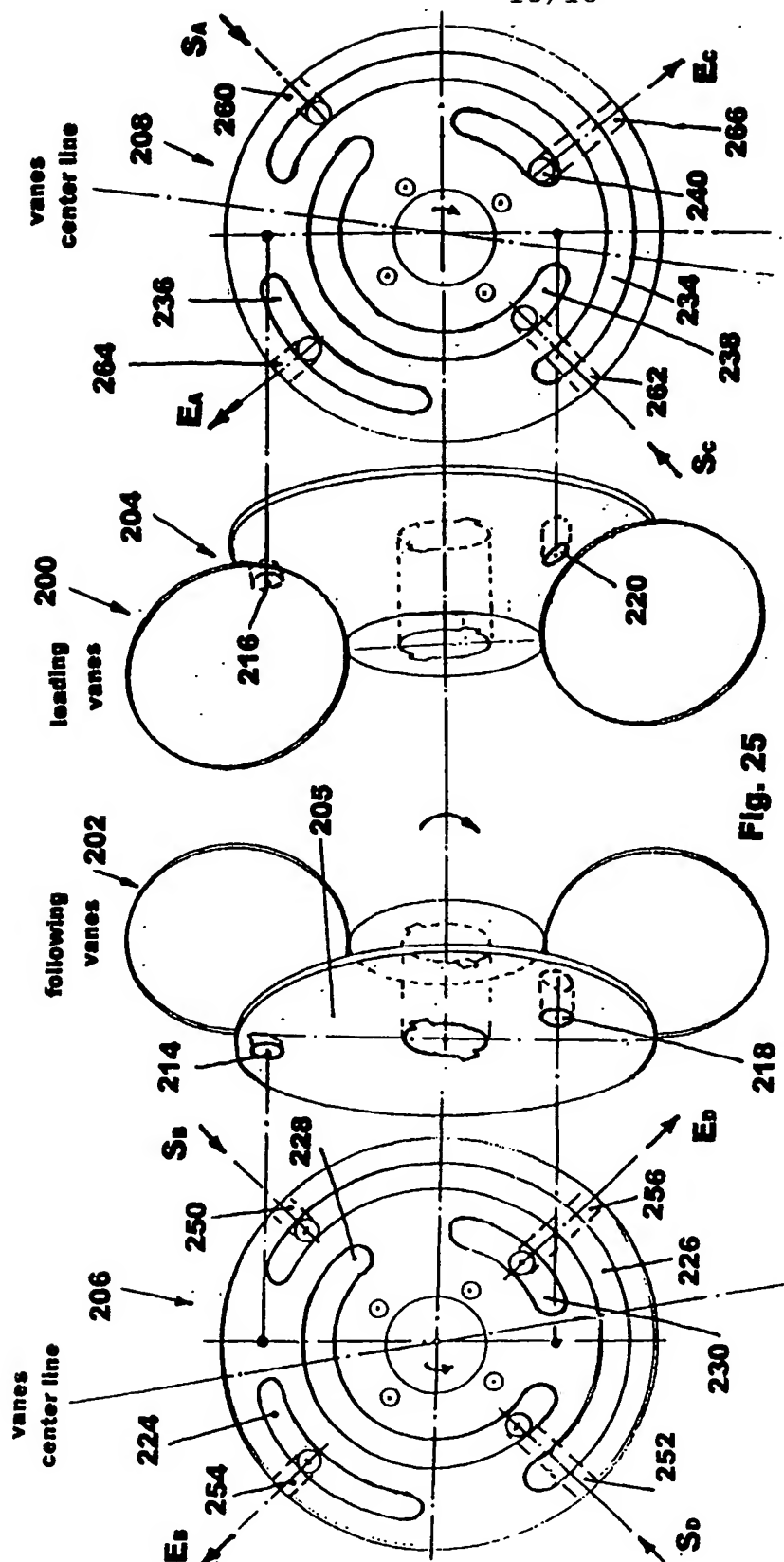


Fig. 25

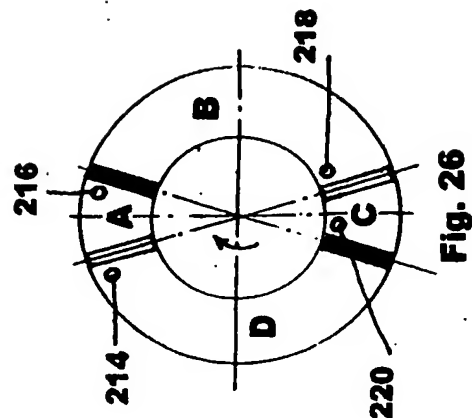


Fig. 26

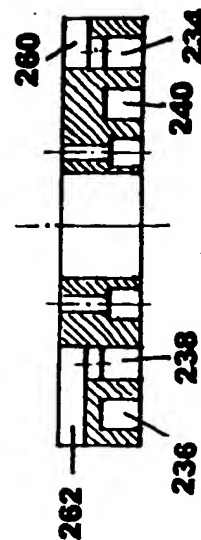


Fig. 27

Engine configuration with two engine units and third unit attached for compression (mixing air and fuel) purpose

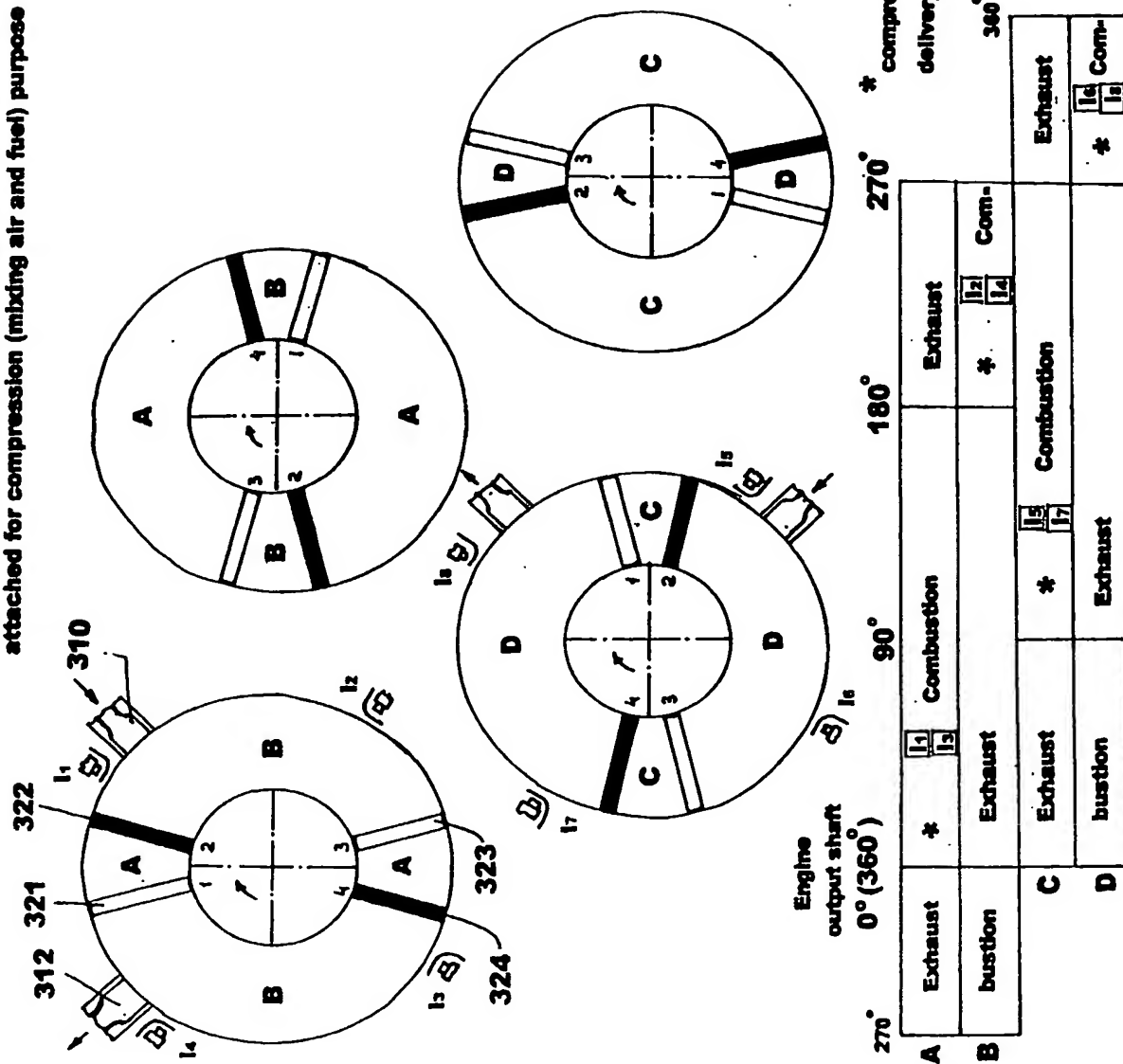


Fig. 28



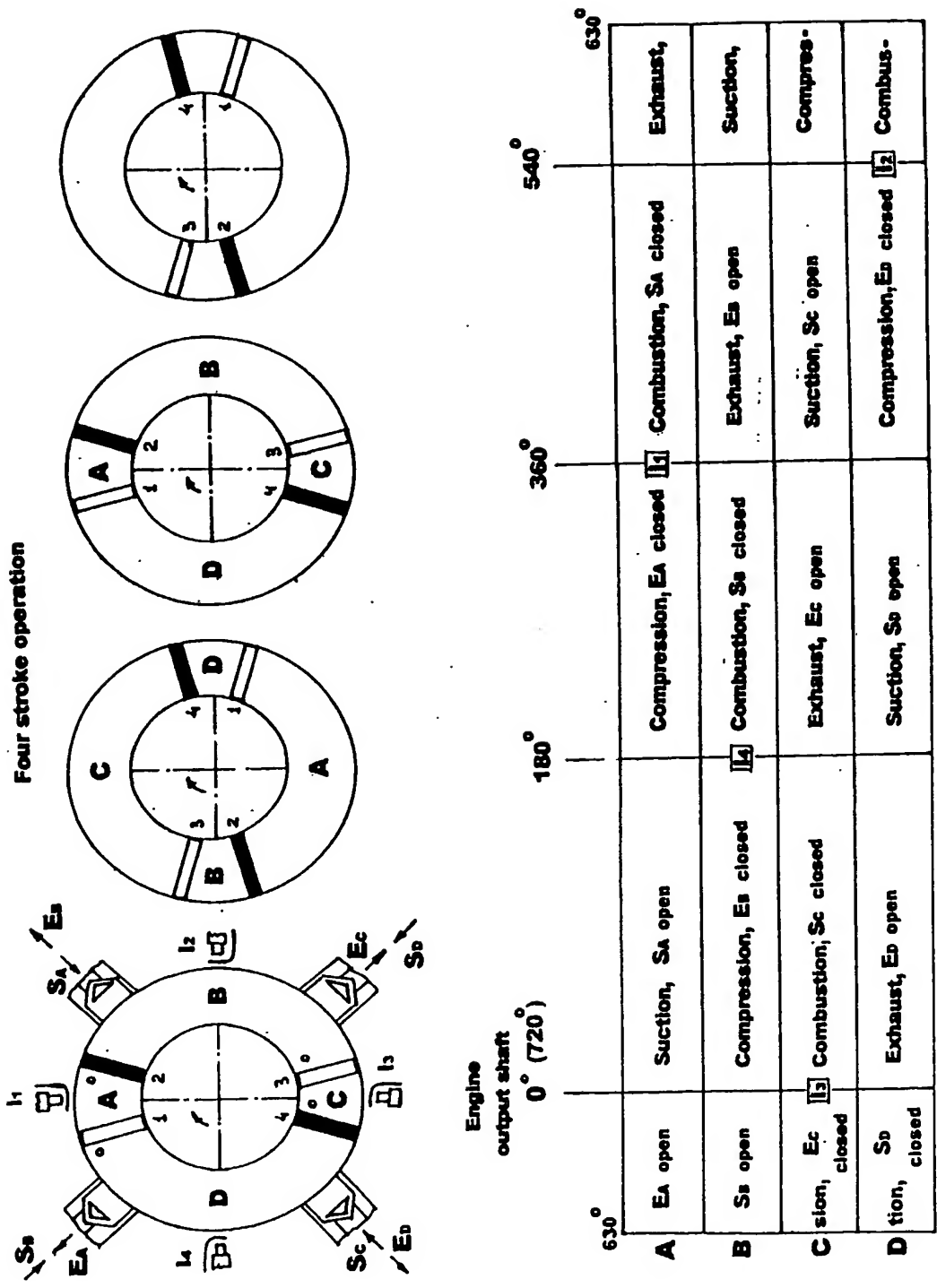


Fig. 29

